

**CLAIM SET AS AMENDED**

1. (Currently Amended) A motorcycle frame comprising:

a head pipe;

a front fork for supporting a front wheel through a shaft, wherein said front fork is rotatable with respect to and supported by said head pipe; and

a pair of right and left pipe members connected contiguously at front end portions thereof to said head pipe,

the pipe members being curved in an outwardly convex shape with respect to a longitudinal centerline of said motorcycle frame at a longitudinally intermediate position of each pipe member when viewed from a top view,

wherein a distance between lower portions at the longitudinally intermediate position of each pipe member is greater than a distance between upper portions at the longitudinally intermediate position of each pipe member,

each of the pipe members including an inner wall and an outer wall;

the inner wall being formed with a substantially continuous inwardly and downwardly facing concave surface throughout an overall length of each pipe member and with respect to the vertical direction of each pipe member, and the outer wall being formed with a substantially continuous outwardly and upwardly facing convex surface and being substantially parallel with the inner wall, and

wherein the inner wall and the outer wall of each of the pipe members join each other at an upper-most edge, the upper-most edge of each of the pipe members being curved in an upwardly curved convex shape when viewed from a side view.

2. (Original) The motorcycle frame according to claim 1, further comprising an engine mounting space being disposed between lower portions of said right and left pipe members.

3. (Previously Presented) The motorcycle frame according to claim 1, further comprising a pair of engine hangers secured to the front end portions of the right and left pipe members.

4. (Cancelled)

5. (Previously Presented) The motorcycle frame according to claim 1, further comprising:

a pair of right and left pivot plates extending downward from rear end portions of the right and left pipe members; and

a first cross pipe being disposed extending across a span between the front end portions of the right and left pipe members.

6. (Original) The motorcycle frame according to claim 5, further comprising:  
a second cross pipe being disposed extending across a span between upper portions of the pivot plates; and  
a third cross pipe being disposed extending across a span between lower portions of both pivot plates.

7. (Previously Presented) The motorcycle frame according to claim 5, further comprising a pair of seat rails extending rearwardly and upwardly with respect to and being connected with the rear end portions of both right and left pipe members.

8. (Original) The motorcycle frame according to claim 7, wherein the head pipe includes a cylindrical portion for rotatably supporting the front fork, and a pair of right and left gussets extending rearward and downward from the cylindrical portion of the head pipe.

9. (Original) The motorcycle frame according to claim 1, wherein the head pipe includes a cylindrical portion for rotatably supporting the front fork, and a pair of right and left gussets extending rearward and downward from the cylindrical portion of the head pipe.

10. (Previously Presented) The motorcycle frame according to claim 1, further comprising:

a pair of right and left pivot plates extending downward from rear end portions of the right and left pipe members; and

a first cross pipe being disposed extending across a span between the front end portions of the right and left pipe members.

11. (Original) The motorcycle frame according to claim 10, further comprising:

a second cross pipe being disposed extending across a span between upper portions of the pivot plates; and

a third cross pipe being disposed extending across a span between lower portions of both pivot plates.

12. (Original) The motorcycle frame according to claim 8, further comprising

a right and a left main frame, wherein each of said right and left frames includes a respective gusset, one of said pipe members welded at the front end portion thereof to the gussets, and

pipe portions integral with the pivot plates and welded to rear ends of the pipe members.

13. (Original) The motorcycle frame according to claim 1, wherein each of said pipe members includes a respective rib that vertically partitions an interior of the pipe member,

said rib being provided between vertically intermediate inner wall portions of each pipe member.

14. (Previously Presented) The motorcycle frame according to claim 12, wherein each of said pipe members includes a respective rib that partitions an interior of the pipe member.

15. (Previously Presented) The motorcycle frame according to claim 3, wherein the respective engine hanger is welded to a lower portion of the respective pipe member.

16. (Currently Amended) A motorcycle comprising:

- an engine;
- a front wheel and a rear wheel;
- a head pipe;
- a front fork for supporting the front wheel through a shaft, wherein said front fork is rotatable with respect to and supported by said head pipe; and
- a pair of right and left pipe members connected contiguously at front end portions thereof to said head pipe,
- the pipe members being curved in an outwardly convex shape with respect to a longitudinal centerline of said motorcycle frame at a longitudinally intermediate position of each pipe member when viewed from a top view,

wherein a distance between lower portions at the longitudinally intermediate position of each pipe member is greater than a distance between than upper portions at the longitudinally intermediate position of each pipe member,

each of the pipe members including an inner wall and an outer wall;

the inner wall being formed with a substantially continuous inwardly and downwardly facing concave surface throughout an overall length of each pipe member and with respect to the vertical direction of each pipe member, and the outer wall being formed with a substantially continuous outwardly and upwardly facing convex surface and being substantially parallel with the inner wall,

wherein the inner wall and the outer wall of each of the pipe members join each other at an upper-most edge, the upper-most edge of each of the pipe members being curved in an upwardly curved convex shape when viewed from a side view, and

wherein the engine is disposed between lower portions of said right and left pipe members.

17. (Previously Presented) The motorcycle according to claim 16, further comprising:  
a pair of engine hangers secured to the head pipe and to the front end portions of both right and left pipe members.

18. (Previously Presented) The motorcycle according to claim 17, further comprising:  
a pair of right and left pivot plates extending downward from rear end portions of the right and left pipe members; and  
a first cross pipe being disposed extending across a span between the front end portions of the right and left pipe members.

19. (Original) The motorcycle according to claim 18, further comprising:  
a second cross pipe being disposed extending across a span between upper portions of the pivot plates; and  
a third cross pipe being disposed extending across a span between lower portions of both pivot plates.

20. (Previously Presented) The motorcycle according to claim 19, further comprising:  
a pair of seat rails extending rearwardly and upwardly with respect to and being connected with the rear end portions of the right and left pipe members; and  
wherein the head pipe includes a cylindrical portion for rotatably supporting the front fork, and a pair of right and left gussets extending rearward and downward from a cylindrical portion of the head pipe.

21. (Currently Amended) A motorcycle frame comprising:  
a head pipe;

a front fork for supporting a front wheel through a shaft, wherein said front fork is rotatable with respect to and supported by said head pipe;

a pair of right and left pipe members each having a substantially prismatic shape, wherein each of said right and left pipe members is bent in an outwardly convex shape with respect to a longitudinal centerline of said motorcycle frame at a longitudinally intermediate position of each pipe member, the pipe members extending upwardly toward and being connected contiguously to the head pipe; and

a pair of right and left pivot plates extending downward from rear end portions of the right and left pipe members;

a first cross pipe being disposed extending across a span between front end portions of the right and left pipe members;

a second cross pipe being disposed extending across a span between upper portions of the pivot plates; and

a third cross pipe being disposed extending across a span between lower portions of both pivot plates,

each of the pipe members further including

an inner wall which is formed as a substantially continuous concave curve throughout an overall length of the pipe members and with respect to the vertical direction of the pipe member, and



an outer wall which extends substantially parallel with the inner wall, wherein upper portions of the inner walls of the pipe members are closer to each other than are lower portions of the inner walls of the pipe members,

wherein the inner wall and the outer wall of each of the pipe members join each other at an upper-most edge, the upper-most edge of each of the pipe members being curved in an upwardly curved convex shape when viewed from a side view.